

## 5. FAUNTLEROY–VASHON

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The Fauntleroy–Vashon route is the most heavily traveled segment of the Fauntleroy–Vashon–Southworth group of routes. It connects north Vashon Island to the rest of King County and beyond via West Seattle. This route is 2.8 nautical miles across and requires 15 minutes to complete. In 2003, average daily vehicles and drivers numbered 3,207, and passengers, 2,072, for a total of 5,451 riders. This is approximately 4.4% less than the 1999 average daily ridership of 5,700.

During October 2003, the month in which the survey was conducted, average daily ridership totaled 5,280. PM peak period ridership on the survey day, October 15, 2004, was estimated via boarding counts at 1,721 patrons, versus 1,968 in 1999. This represents nearly a 13% decline over the September 1999 survey day.

### 5.1 TRIP MAKING INFORMATION

#### **Weekday Trip Statistics**

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Origin and destination types; and
- Travel modes.

The focus of these results is primarily on the PM peak survey period, contrasting the peak results to the PM non-peak period for key items such as trip purpose and wait times.

#### **Trip Purpose**

Table 5-1 summarizes the trip purpose and frequency of use during the weekday PM peak period. Responses have been aggregated into several major categories, including work/school/business commute, medical appointment/personal business/other travel and travel for social/recreational/shopping/sight-seeing purposes. The majority of riders on this route during the weekday PM peak period were traveling for work/school/business purposes, similar to the 1999 results (shown in Table 5-2). Riders in this category were traveling quite frequently, with approximately 75% of riders in 2003 and 1999 traveling six or more times during the past seven days. However, the share of survey respondents reporting 10 or more trips during the past seven days has dropped about 10 percentage points in 2003 (40% compared to nearly 50% in 1999).

**Table 5-1**  
**Trip Purpose and Frequency of Use Distribution**  
**Fauntleroy-Vashon – Weekday PM Peak Period (2003)**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	0.7%	18.7%	10.7%	5.1%	88
2 to 5 Rides in Past 7 Days	17.9%	49.6%	68.3%	31.0%	533
6 to 9 Rides in Past 7 Days	23.6%	16.5%	17.8%	21.6%	371
10 or More Rides in Past 7 Days	55.8%	9.2%	2.1%	39.9%	687
No Answer	1.9%	6.0%	1.2%	2.4%	42
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,721</b>
<b>Overall Trip Purpose Distribution</b>	<b>68.3%</b>	<b>15.5%</b>	<b>16.2%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>	<b>1,176</b>	<b>266</b>	<b>279</b>	<b>1,721</b>	

\* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

**Table 5-2**  
**Trip Purpose and Frequency of Use Distribution**  
**Fauntleroy-Vashon – Weekday PM Peak Period (1999)**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	8.5%	12.0%	9.7%	9.1%	180
2 to 5 Rides in Past 7 Days	13.9%	37.0%	66.0%	24.7%	487
6 to 9 Rides in Past 7 Days	13.4%	28.4%	14.7%	15.6%	307
10 or More Rides in Past 7 Days	63.1%	17.1%	5.1%	48.3%	951
No Answer	1.1%	5.6%	4.5%	2.2%	44
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,968</b>
<b>Overall Trip Purpose Distribution</b>	<b>71.8%</b>	<b>13.2%</b>	<b>15.0%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>	<b>1,413</b>	<b>260</b>	<b>295</b>	<b>1,968</b>	

\* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 5-3 summarizes the trip purpose and frequency of travelers during the weekday PM non-peak period. Overall, the estimate for expanded PM non-peak travel is down approximately one-third from what it was in 1999 (shown in Table 5-4), at 1,206 compared to 1,778 previously. The work/school/business trip purpose is the most common at 62% in 2003, up from 47% in 1999.

Interestingly, PM non-peak riders reported more frequent ridership in 2003 than in 1999, with 56% of 2003 survey respondents reporting six or more rides in the past seven days, up from 42% in 1999. This trend is the opposite of PM peak period results.

**Table 5-3**  
**Trip Purpose and Frequency of Use Distribution**  
**Fauntleroy-Vashon – Weekday PM Non-Peak Period (2003)**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	2.9%	4.5%	12.1%	4.7%	56
2 to 5 Rides in Past 7 Days	22.1%	55.9%	49.2%	34.1%	411
6 to 9 Rides in Past 7 Days	16.5%	14.6%	4.7%	14.3%	172
10 or More Rides in Past 7 Days	54.5%	14.3%	31.2%	41.6%	502
No Answer	4.0%	10.7%	2.7%	5.4%	65
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,206</b>
<b>Overall Trip Purpose Distribution</b>	<b>61.6%</b>	<b>23.1%</b>	<b>15.3%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>	<b>742</b>	<b>279</b>	<b>185</b>	<b>1,206</b>	

\* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

**Table 5-4**  
**Trip Purpose and Frequency of Use Distribution**  
**Fauntleroy-Vashon – Weekday PM Non-Peak Period (1999)**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	16.9%	14.4%	27.5%	18.0%	321
2 to 5 Rides in Past 7 Days	32.9%	46.5%	31.0%	37.2%	661
6 to 9 Rides in Past 7 Days	19.5%	26.8%	38.1%	25.4%	452
10 or More Rides in Past 7 Days	28.8%	7.0%	3.4%	16.7%	297
No Answer	1.9%	5.3%	0.0%	2.7%	48
<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,778</b>
<b>Overall Trip Purpose Distribution</b>	<b>47.5%</b>	<b>33.8%</b>	<b>18.6%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>	<b>845</b>	<b>602</b>	<b>331</b>	<b>1,778</b>	

\* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

### **Trip Origin and Destination Types**

Trip origin and destination types by direction are presented in Table 5-5 and Table 5-6 for the weekday PM peak period. Aside from a more pronounced westbound directionality in the PM peak period, the types of origins and destinations in 2003 are quite similar to those

in 1999, particularly in the eastbound direction. In the westbound direction, the share of riders coming from work/school and going home decreased, whereas the share of riders coming from “some other place” and going to home increased by a near offsetting amount.

**Table 5-5**  
**Trip Origin and Destination Types by Direction**  
**Fauntleroy-Vashon – Weekday PM Peak Period (2003)**

<i><b>Origin &amp; Destination Types</b></i>		<i><b>Destination Shares Across All Origins:</b></i>			<i><b>Expanded Ridership Total</b></i>
<i><b>Origin Place</b></i>	<i><b>Destination Place</b></i>	<i><b>Eastbound Trips</b></i>	<i><b>Westbound Trips</b></i>	<i><b>Both Directions</b></i>	
<b>Home</b>	Home	0.0%	0.0%	0.0%	0
	Work/School	10.8%	2.8%	5.2%	89
	Other	28.2%	2.6%	10.2%	175
<b>Work/School</b>	Home	33.3%	66.4%	56.6%	974
	Work/School	1.3%	0.0%	0.4%	7
	Other	5.6%	1.5%	2.7%	46
<b>Other</b>	Home	12.9%	25.3%	21.6%	372
	Work/School	1.3%	1.0%	1.1%	19
	Other	6.6%	0.5%	2.3%	39
<b>Totals</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,721</b>
<b>Travel Direction Distribution</b>		<b>29.5%</b>	<b>70.5%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>		<b>508</b>	<b>1,213</b>	<b>1,721</b>	

**Table 5-6**  
**Trip Origin and Destination Types by Direction**  
**Fauntleroy-Vashon – Weekday PM Peak Period (1999)**

<u>Origin &amp; Destination Types</u>		<u>Destination Shares Across All Origins:</u>			<u>Expanded Ridership Total</u>
<u>Origin Place</u>	<u>Destination Place</u>	<u>Eastbound Trips</u>	<u>Westbound Trips</u>	<u>Both Directions</u>	
<b>Home</b>	Home	0.8%	3.1%	2.3%	44
	Work/School	11.6%	0.4%	4.6%	90
	Other	32.4%	0.7%	12.6%	248
<b>Work/School</b>	Home	34.2%	76.6%	60.7%	1,195
	Work/School	2.5%	0.4%	1.2%	23
	Other	4.3%	1.8%	2.7%	54
<b>Other</b>	Home	10.4%	16.4%	14.1%	278
	Work/School	0.8%	0.4%	0.5%	10
	Other	3.1%	0.2%	1.3%	26
<b>Totals</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>1,968</b>
<b>Travel Direction Distribution</b>		<b>37.4%</b>	<b>62.6%</b>	<b>100.0%</b>	
<b>Expanded Ridership</b>		<b>737</b>	<b>1,231</b>	<b>1,968</b>	

### Travel Modes

This section presents the survey responses related to trip patterns, boarding method and, for walk-boardings, modes of access and egress, all of which are aggregated across both travel directions.

Table 5-7 and Table 5-8 identify the access and egress modes as well as the boarding method for 2003 and 1999, respectively, for weekday PM peak period ridership. Similar to the Point Defiance-Tahlequah route, the boarding mode distribution appears to have shifted slightly more toward in-vehicle boarding, accounting for 80% of the PM peak sample in 2003, compared to 77% in 1999. Bus or shuttle access to the ferry terminal has increased from 41% in 1999 to 52% in 2003, with a corresponding drop in vehicle access. Likewise, the percentage of survey respondents departing the ferry terminal by bus or shuttle has also increased in 2003, to 42%, up from 23% in 1999, again with a corresponding drop in vehicle egress.

Note that in some cases, the results for access and egress responses are not always as statistically robust as for other survey questions. In many instances these questions can be confusing to the survey respondent and they may skip them, or respondents may run out of time. As a result of potential errors and/or incomplete responses, apparent differences in access/egress results between 1999 and 2003 may overstate the true differences.

**Table 5-7**  
**Access Mode to Ferry – Boarding Method – Egress Mode from Ferry**  
**Fauntleroy-Vashon – Weekday PM Peak Period (2003)**

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	12.2%	<b>Walked-On 19.7%</b>			Pedestrian/Bicycle	8.4%
By Vehicle*	35.9%	Pedestrian	97.1%		By Vehicle*	50.1%
By Bus or Shuttle	51.9%	Pedestrian w/ Bicycle	2.9%		By Bus or Shuttle	41.5%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	<b>In-Vehicle 80.3%</b>			In-Vehicle	100.0%
		Vehicle Drivers*	75.6%			
		Vehicle Passengers	24.4%			
		Total	100.0%			
<b>Total</b>				<b>100.0%</b>		
<b>Expanded Ridership Total</b>				<b>1,721</b>		
* includes motorcycles						

**Table 5-8**  
**Access Mode to Ferry – Boarding Method – Egress Mode from Ferry**  
**Fauntleroy-Vashon – Weekday PM Peak Period (1999)**

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	14.3%	Walked-On23.4%			Pedestrian/Bicycle	13.6%
By Vehicle*	44.7%	Pedestrian	90.4%		By Vehicle*	63.2%
By Bus or Shuttle	40.9%	Pedestrian w/ Bicycle	9.6%		By Bus or Shuttle	23.2%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	In-Vehicle76.6%			In-Vehicle	100.0%
		Vehicle Drivers*	73.1%			
		Vehicle Passengers	26.9%			
		Total	100.0%			
Total				100.0%		
Expanded Ridership Total				1,968		
* includes motorcycles						

## 5.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. PM peak period origin-destination (O-D) trip tables by travel direction are presented as expanded PM peak ridership volumes and distributions for all modes, as well as for walk-on and in-vehicle boardings. The trip tables for all modes are followed by tables indicating the differences between 1999 and 2003. Complementing the trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. These maps also include a pie chart for each district, indicating the boarding mode split by walk-on and in-vehicle boardings for trips originating from or destined to each district. The second set of maps illustrates the directional densities of trip origins and destinations, using different pinpoint symbols to delineate walk-on and in-vehicle boarding methods.

### Weekday PM Peak Period Trip Patterns

The Seattle CBD was the most frequent origin for westbound travel during the weekday PM peak period with 24% of all trips for all boarding modes (see Table 5-9 and Figure 5-1). The Seattle CBD was also the most frequent westbound trip origin in 1999, with 30% of the total westbound trips. In 1999, the distribution of trip destinations was nearly equal between the North and South Vashon districts. By 2003, this had changed only slightly, with 47% of trips heading to North Vashon and 53% heading to South Vashon. As seen in Table 5-10, the districts with the most significant change were Ballard-Green Lake, with a 180% increase, and Greater Bellevue/Mercer Island, with a 175% increase.

The distribution of Vashon Island trip origins for eastbound travel by all boarding modes experience some moderate shifts between 1999 and 2003. As shown in Table 5-11 and Figure 5-2, 62% of all eastbound trips originated from South Vashon and 38% from North Vashon. In 1999, the distribution between North and South Vashon was much more equally divided, at 55% and 45%. The most frequent destination of eastbound travelers in 2003 was the West Seattle district (23%), which captured 32% of all trips in 1999. Meanwhile, the share of trips to the Seattle CBD increased from 4% in 1999 to 12% in 2003. This is reflected in Table 5-12, where it can be seen that trips to the Seattle CBD increased by 114%.

Table 5-13 and Table 5-14 summarize origin and destination shares specific to boarding mode as walk-on boardings and in-vehicle boardings. The most common origin for westbound walk-on riders during the weekday PM peak period was the Seattle CBD (35%). For in-vehicle boardings, the most popular origin was also the Seattle CBD, which captured just over 20% of total westbound travel. These travel patterns by boarding mode can be seen graphically in Figure 5-3.

Eastbound PM peak period trip origins and destinations by boarding mode can be seen in Figure 5-4. The West Seattle district captured nearly two-thirds (66%) of the share of the walk-on riders headed eastbound (see Table 5-15). The West Seattle district was also the most frequent destination for in-vehicle boardings eastbound during the weekday PM peak period along with Queen Anne-Lake Union/Magnolia and the Seattle CBD, as seen in Table 5-16.

**Table 5-9**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Westbound – All Boarding Modes (2003)**

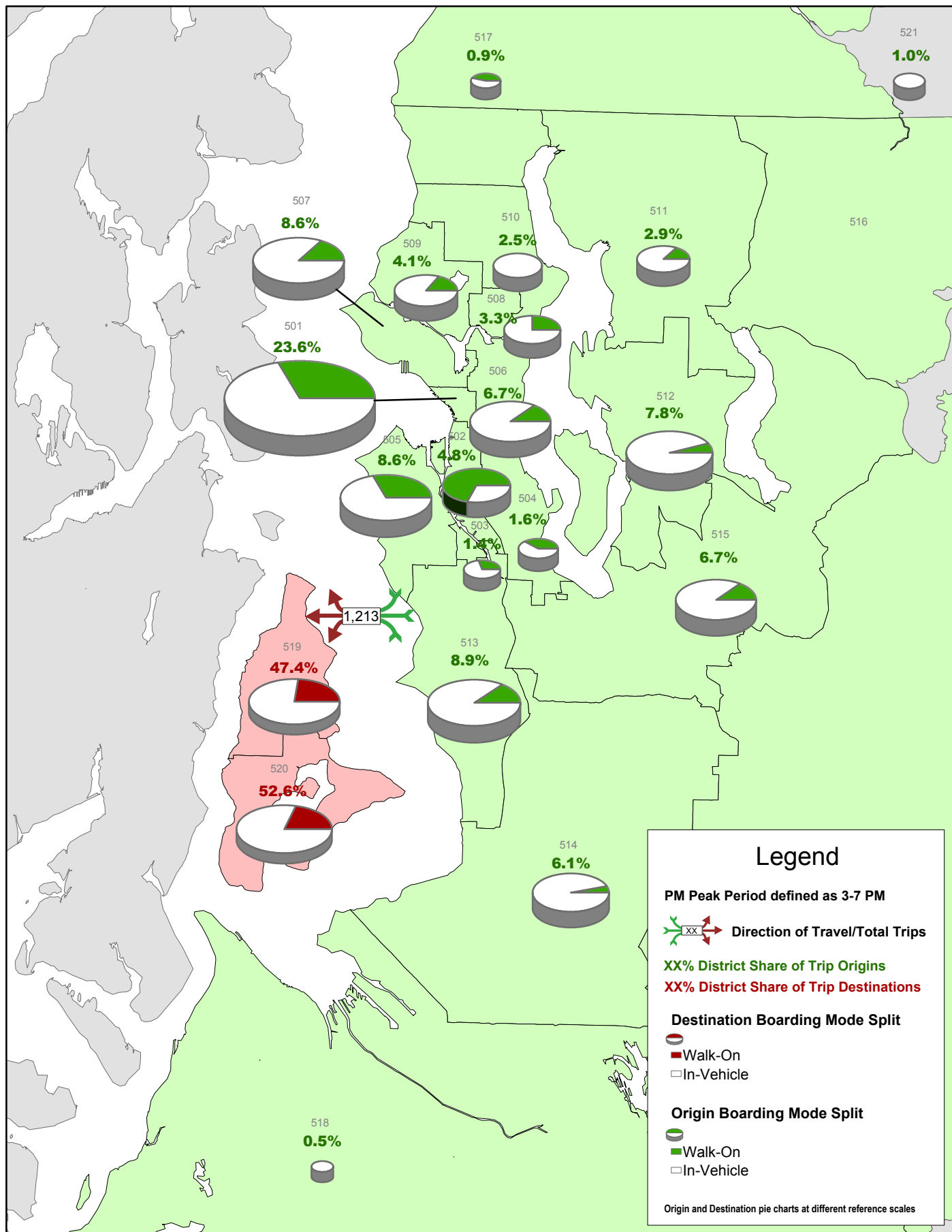
	DESTINATION	North Vashon Island	South Vashon Island	Origin Totals	Origin Shares
ORIGIN		519	520		
Seattle CBD	501	165	121	286	23.6%
Seattle Industrial Area	502	23	36	58	4.8%
Seattle Boeing Field	503	9	9	17	1.4%
South Seattle	504	5	15	20	1.6%
West Seattle	505	33	72	105	8.6%
Capitol Hill	506	53	29	82	6.7%
Queen Anne-Lake Union/Magnolia	507	46	59	105	8.6%
University District	508	20	20	40	3.3%
Ballard-Green Lake	509	21	29	50	4.1%
North Seattle/Northgate/Sand Point	510	6	24	30	2.5%
Bothell-Kirkland/Redmond	511	11	24	35	2.9%
Greater Bellevue/Mercer Island	512	44	50	94	7.8%
SeaTac	513	35	73	108	8.9%
Kent-Auburn/Federal Way	514	54	21	74	6.1%
Renton/Issaquah	515	38	44	82	6.7%
Other West King County	516			–	0.0%
West Snohomish County	517	9	3	11	0.9%
Central Pierce County	518	6		6	0.5%
All Other Places	521		12	12	1.0%
<b>Destination Totals</b>		<b>575</b>	<b>638</b>	<b>1,213</b>	<b>100.0%</b>
<b>Destination Shares</b>		<b>47.4%</b>	<b>52.6%</b>	<b>100.0%</b>	



**Table 5-10**  
**Fauntleroy-Vashon O-D Trip Table Differences 2003 vs. 1999**  
**Weekday PM Peak Period – Westbound – All Boarding Modes**

	DESTINATION			Origin Totals vs. 1999	Origin Growth % vs. 1999
		North Vashon Island 519	South Vashon Island 520		
<b>ORIGIN</b>					
Seattle CBD	501	-9	-76	-85	-22.9%
Seattle Industrial Area	502	-19	+8	-10	-15.0%
Seattle Boeing Field	503	-48	+4	-44	-72.0%
South Seattle	504	-7	+9	+2	10.2%
West Seattle	505	-19	+48	+29	37.8%
Capitol Hill	506	+29	+2	+31	60.3%
Queen Anne-Lake Union/Magnolia	507	+4	-17	-13	-11.1%
University District	508	+3	+8	+11	40.0%
Ballard-Green Lake	509	+10	+22	+32	179.5%
North Seattle/Northgate/Sand Point	510	+1	+17	+18	151.3%
Bothell-Kirkland/Redmond	511	+2	+3	+5	16.7%
Greater Bellevue/Mercer Island	512	+32	+28	+60	174.7%
SeaTac	513	-20	-9	-28	-20.9%
Kent-Auburn/Federal Way	514	+40	+2	+42	133.7%
Renton/Issaquah	515	-36	+14	-21	-20.7%
Other West King County	516	-12	-9	-21	-100.0%
West Snohomish County	517	-1	-20	-20	-64.7%
Central Pierce County	518	+6	-5	+1	32.6%
All Other Places	521	-9	+7	-2	-11.6%
<b>Destination Totals vs. 1999</b>		-50	+37	-13	-1.1%
<b>Destination Growth % vs. 1999</b>		-8.1%	6.1%	-1.1%	

Figure 5-1  
Fauntleroy to Vashon (Westbound) PM Peak Trips  
by Boarding Mode



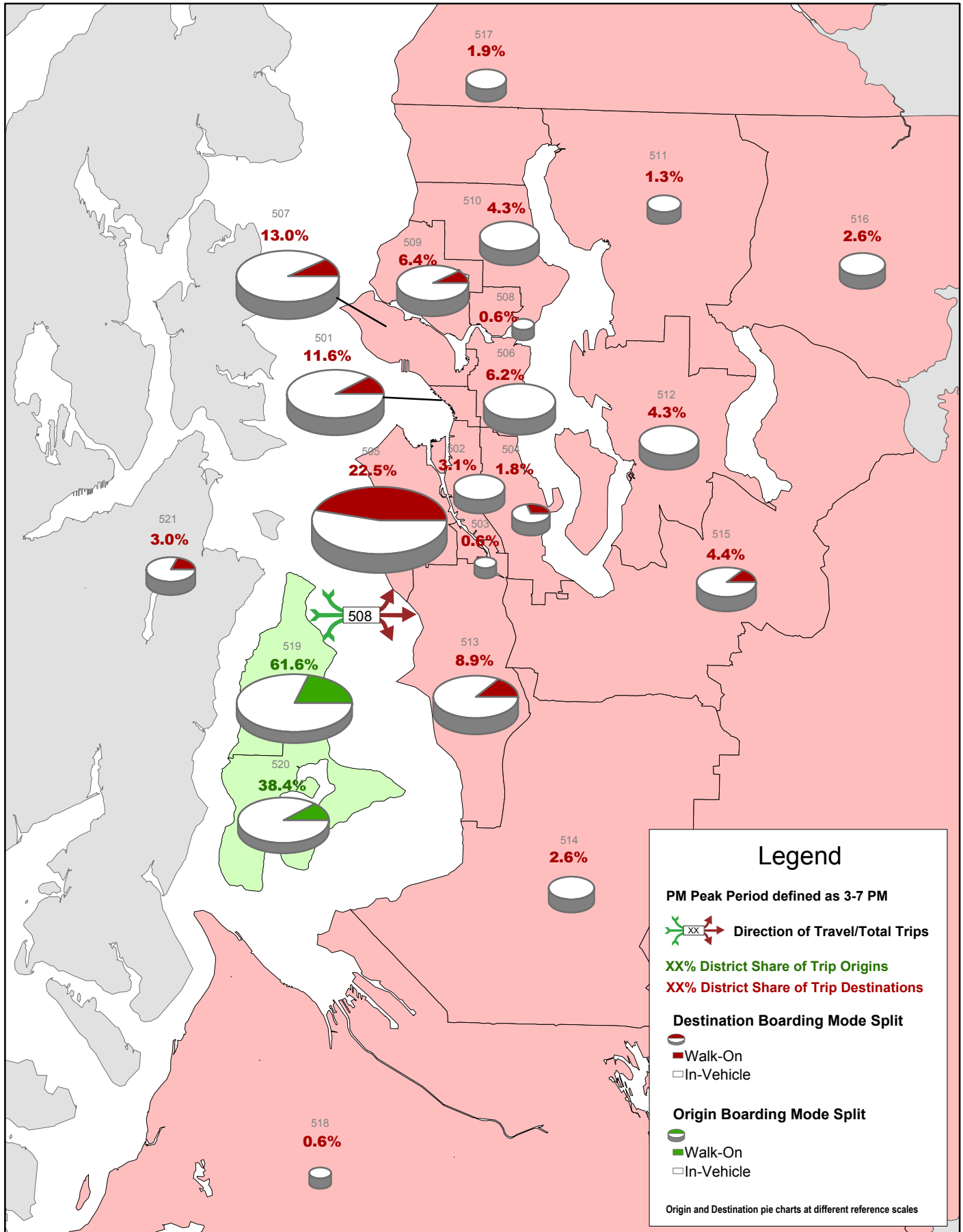
**Table 5-11**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Eastbound – All Boarding Modes (2003)**

ORIGIN		DESTINATION																			Origin Totals	Origin Shares
		Seattle CBD	Seattle Industrial Area	Seattle Boeing Field	South Seattle	West Seattle	Capitol Hill	Queen Anne Lake Union/Magnolia	University District	Ballard Green Lake	North Seattle/Northgate/Sand Point	Bothell Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent/Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County	Central Pierce County	All Other Places		
North Vashon Island	519	32	13	3	6	82	28	26		29	13	3	3	32	13	13	7	3	3	3	313	61.6%
South Vashon Island	520	27	3		3	32	3	40	3	3	9	3	19	13		9	7	7		13	195	38.4%
Destination Totals		59	16	3	9	114	32	66	3	32	22	7	22	45	13	22	13	10	3	15	508	100.0%
Destination Shares		11.6%	3.1%	0.6%	1.8%	22.5%	6.2%	13.0%	0.6%	6.4%	4.3%	1.3%	4.3%	8.9%	2.6%	4.4%	2.6%	1.9%	0.6%	3.0%	100.0%	

**Table 5-12**  
**Fauntleroy-Vashon O-D Trip Table Differences 2003 vs. 1999**  
**Weekday PM Peak Period – Eastbound – All Boarding Modes**

ORIGIN		DESTINATION																			Origin Totals vs. 1999	Origin Growth % vs. 1999
		Seattle CBD	Seattle Industrial Area	Seattle Boeing Field	South Seattle	West Seattle	Capitol Hill	Queen Anne Lake Union/Magnolia	University District	Ballard Green Lake	North Seattle/Northgate/Sand Point	Bothell Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent/Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County	Central Pierce County	All Other Places		
North Vashon Island	519	+10	-17	+3	-4	-41	+4	+4	-5	-3	-3	-8	-18	+2	+2	-13	+1	-2	+3	-3	-88	-21.9%
South Vashon Island	520	+22	-8		-8	-74	-2	+29	+3	-7	-20	-19	-4	-16		-2	-4	-31		+13	-130	-40.0%
Destination Totals vs. 1999		+31	-25	+3	-13	-114	+2	+33	-1	-11	-23	-27	-22	-14	+2	-15	-3	-34	+3	+10	-218	-30.0%
Destination Growth % vs. 1999		113.6%	-61.6%	N/A	-57.4%	-50.0%	6.5%	98.3%	-31.1%	-24.7%	-51.5%	-80.3%	-50.2%	-23.4%	14.6%	-39.6%	-19.1%	-77.3%	N/A	168.0%	-30.0%	

Figure 5-2  
Vashon to Fauntleroy (Eastbound) PM Peak Trips  
by Boarding Mode



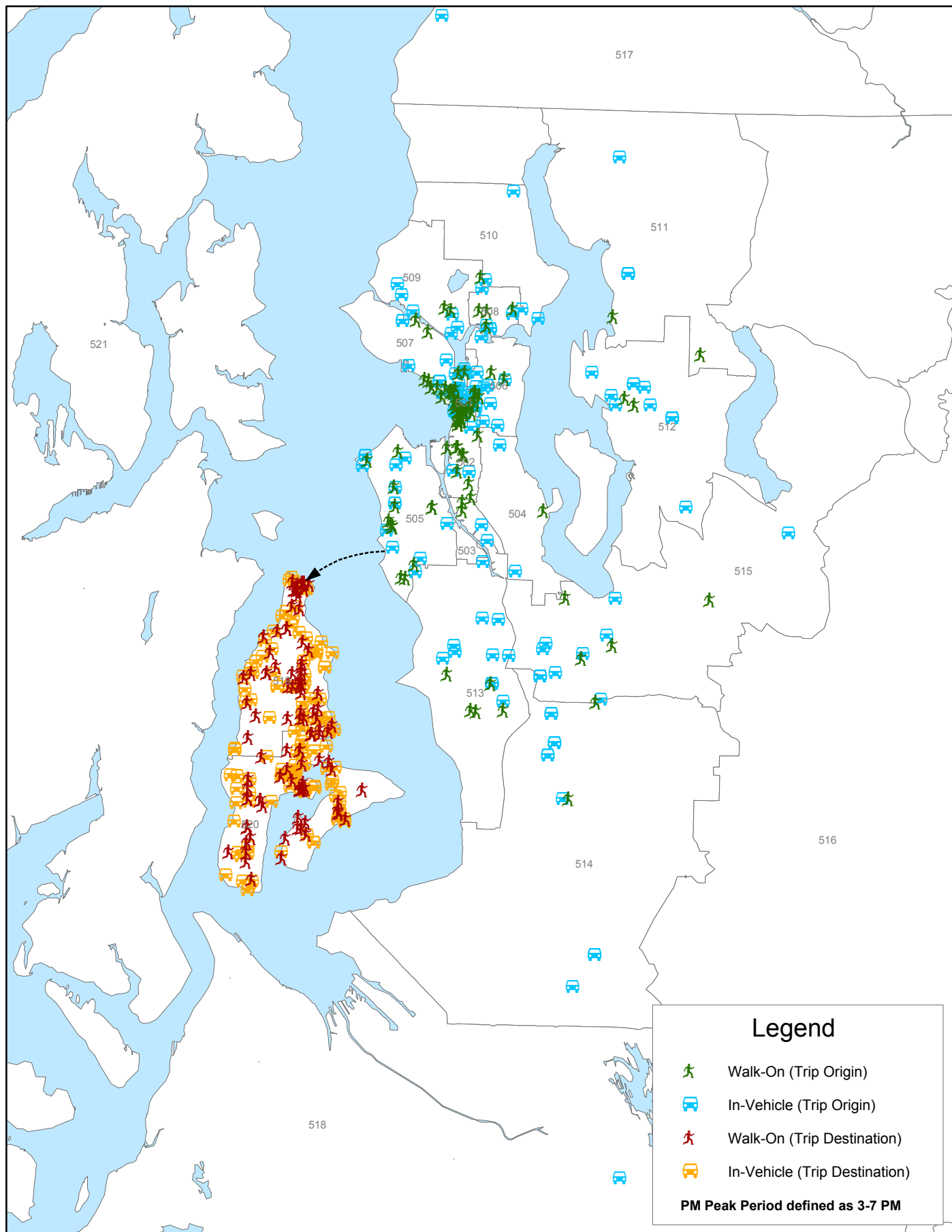
**Table 5-13**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Westbound – Walk-On Boardings (2003)**

	DESTINATION	North Vashon Island	South Vashon Island	Origin Totals	Origin Shares
ORIGIN		519	520		
Seattle CBD	501	40	50	90	35.0%
Seattle Industrial Area	502	23	18	40	15.5%
Seattle Boeing Field	503	3	3	5	1.9%
South Seattle	504	5	3	8	2.9%
West Seattle	505	15	18	33	12.6%
Capitol Hill	506	5	5	10	3.9%
Queen Anne-Lake Union/Magnolia	507	10	5	15	5.8%
University District	508	8	3	10	3.9%
Ballard-Green Lake	509	3	5	8	2.9%
Bothell-Kirkland/Redmond	511	5		5	1.9%
Greater Bellevue/Mercer Island	512	3	3	5	1.9%
SeaTac	513	5	8	13	4.9%
Kent-Auburn/Federal Way	514		3	3	1.0%
Renton/Issaquah	515	8	3	10	3.9%
West Snohomish County	517	3	3	5	1.9%
<b>Destination Totals</b>		<b>133</b>	<b>125</b>	<b>258</b>	<b>100.0%</b>
<b>Destination Shares</b>		<b>51.5%</b>	<b>48.5%</b>	<b>100.0%</b>	

**Table 5-14**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Westbound – In-Vehicle Boardings (2003)**

	DESTINATION	North Vashon Island	South Vashon Island	Origin Totals	Origin Shares
ORIGIN		519	520		
Seattle CBD	501	125	71	196	20.5%
Seattle Industrial Area	502		18	18	1.9%
Seattle Boeing Field	503	6	6	12	1.3%
South Seattle	504		12	12	1.3%
West Seattle	505	18	54	72	7.5%
Capitol Hill	506	48	24	72	7.5%
Queen Anne-Lake Union/Magnolia	507	36	54	90	9.4%
University District	508	12	18	30	3.1%
Ballard-Green Lake	509	18	24	42	4.4%
North Seattle/Northgate/Sand Point	510	6	24	30	3.1%
Bothell-Kirkland/Redmond	511	6	24	30	3.1%
Greater Bellevue/Mercer Island	512	42	48	89	9.3%
SeaTac	513	30	66	96	10.0%
Kent-Auburn/Federal Way	514	54	18	72	7.5%
Renton/Issaquah	515	30	42	72	7.5%
West Snohomish County	517	6		6	0.6%
Central Pierce County	518	6		6	0.6%
All Other Places	521		12	12	1.3%
<b>Destination Totals</b>		<b>442</b>	<b>513</b>	<b>955</b>	<b>100.0%</b>
<b>Destination Shares</b>		<b>46.3%</b>	<b>53.7%</b>	<b>100.0%</b>	

Figure 5-3  
Fauntleroy to Vashon (Westbound) PM Peak Period  
Trip Origins & Destinations by Boarding Mode



**Table 5-15**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Eastbound – Walk-On Boardings (2003)**

ORIGIN	DESTINATION								Origin Totals	Origin Shares
		Seattle CBD	South Seattle	West Seattle	Queen Anne-Lake Union/Magnolia	Ballard-Green Lake	Sea Tac	Renton/Issaquah		
		501	504	505	507	509	513	515	521	
North Vashon Island	519		3	47	3	3	3		3	75.9%
South Vashon Island	520	6		6	3		3	3	20	24.1%
Destination Totals		6	3	53	6	3	6	3	3	100.0%
Destination Shares		6.9%	3.4%	65.5%	6.9%	3.4%	6.9%	3.4%	3.4%	

**Table 5-16**  
**Fauntleroy-Vashon O-D Trip Table**  
**Weekday PM Peak Period – Eastbound – In-Vehicle Boardings (2003)**

		DESTINATION																				Origin Totals		Origin Shares
ORIGIN		501 Seattle CBD	502 Seattle Industrial Area	503 Seattle Boeing Field	504 South Seattle	505 West Seattle	506 Capitol Hill	507 Queen Anne-Lake Union/Magnolia	508 University District	509 Ballard-Green Lake	510 North Seattle/Northgate/Sand Point	511 Bothell/Kirkland/Redmond	512 Greater Bellevue/Mercer Island	513 SeaTac	514 Kent/Auburn/Federal Way	515 Renton/Issaquah	516 Other West King County	517 West Snohomish County	518 Central Pierce County	521 All Other Places				
North Vashon Island	519	32	13	3	3	35	28	23		26	13	3	3	30	13	13	7	3	3		252	58.9%		
South Vashon Island	520	22	3		3	26	3	38	3	3	9	3	19	10		7	7	7		13	175	41.1%		
Destination Totals		54	16	3	7	61	32	61	3	30	22	7	22	39	13	20	13	10	3	13	427	100.0%		
Destination Shares		12.5%	3.7%	0.8%	1.5%	14.3%	7.4%	14.2%	0.8%	6.9%	5.1%	1.5%	5.1%	9.2%	3.1%	4.6%	3.1%	2.3%	0.8%	2.9%	100.0%			



Figure 5-4  
Vashon to Fauntleroy (Eastbound) PM Peak Period  
Trip Origins & Destinations by Boarding Mode

